The Hongkong Telegraph.

No. 3231 FRIDAY, AUGUST 26, 1892. SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
GEO. MUNRO, Manager.

BANKERS:—

The Alliance Bank (Limited.)
The Commercial Bank of Scotland.
Yokohama—D. FRASER, Manager.
Shanghai—C. J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

CURRENT ACCOUNTS opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS " 2 "

For Rates of Interest for other periods apply to the Manager.

Hongkong, 18th May, 1892. [8

NEW ORIENTAL BANK CORPORATION, LIMITED,
(IN LIQUIDATION.)

NOTICE TO CREDITORS.

CLAIMS on the HONGKONG BRANCH must be sent to the Undersigned. Forms may be had on application.

E. W. RUTTER,
Attorney for the Liquidator.

Hongkong, 24th August, 1892. [846

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND DECLARED for the Half-year ending 30th June last, at the Rate of £1 ONE POUND STERLING per Share of $125 is Payable on and after MONDAY, the 22nd day of August, current, at the Offices of the Corporation, when Shareholders are registered to apply for WARRANTS.

By Order of the Court of Directors,
F. DE BOVIS,
Chief Manager.

Hongkong, 20th August, 1892. [834

Insurances.

THREE IMPORTANT FACTS ABOUT THE STANDARD LIFE OFFICE.

1.—HALF A MILLION STERLING *per annum* is being paid in Death claims year by year.
2.—THE FUNDS IN HAND amount to upwards of Seven Million pounds Sterling and have increased 50 per cent. in the last 15 years.
3.—THE LIVES who die are annually replaced by *more than double* the number of new carefully selected lives.

DODWELL, CARLILL & Co.,
679—3] Agents, Hongkong.

THE SINGAPORE INSURANCE COMPANY, LIMITED.

APPLICATIONS for the post of SECRETARY, which will be VACANT towards the end of the year, are invited. A thorough practical knowledge of FIRE and MARINE Business is necessary.

Singapore, 14th July, 1892. [773

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [149

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333-33.
EQUAL TO
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.

LEE NING, Esq. | LO YEUK MOON, Esq.
LOY TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1888. [1178

HONGKONG RIFLE ASSOCIATION.

THERE will be no COMPETITION TO-MORROW, the 27th instant.

ED. ROBINSON,
Hon. Secretary.

Hongkong, 22nd August, 1892. [40

PROFESSIONAL NOTICE.

I EXPECT to resume my Hongkong DENTAL PRACTICE early in September, further notice in due course.

DENTON E. PETERSON, D.D.S.,
No. 9, Connaught House,
Queen's Road.

31st August, 1892. [785

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 7 PER CENT. per Share for the Six Months ended 30th June, 1892, declared at Monday's Ordinary Half-Yearly Meeting, will be Payable at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 23rd instant, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, No. 14, Praya Central.

By Order of the Board of Directors.

D. GILLIES,
Secretary.

Hongkong, 23rd August, 1892. [841

NOTICE.

PUNJOM & SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

ALL PERSONS holding SCRIP in the above Company are requested to send them in at once for TRANSFER.

A Circular will be sent to each SHAREHOLDER, in reference to the re-construction of the Company.

A. O'D. GOURDIN,
Secretary.

Hongkong, 25th May, 1892. [557

NOTICE.

DURING the REPAIRS to the SUPREME COURT HOUSE, the Court will Sit in SUMMARY JURISDICTION on and after the 22nd instant at the MASONIC HALL, Zetland Street. And the Court will sit in ORIGINAL JURISDICTION either at the Supreme Court or at the Masonic Hall aforesaid, as may be from time to time directed.

By Order,

BRUCE SHEPHERD,
Acting Registrar.

Supreme Court,
Hongkong, 11th August, 1892. [812

HONGKONG TRADING COMPANY.

NOTICE OF REMOVAL!

THE Business of the above COMPANY will from 1st September be carried on at our New Premises:—

Nos. 1, 3, 5 & 7, D'Aguilar Street.

DEPARTMENTS:

DRAPERY AND MILLINERY.
GENTLEMEN'S OUTFITTING.
FURNISHING DRAPERY.

HONGKONG TRADING COMPANY.

J. P. COTTAM,
Managing Partner.

Hongkong, 24th August, 1892. [848

NOTICE.

DURING my temporary absence from the Colony, Mr. T. COWEN, who holds my POWER OF ATTORNEY, will act as Editor and Manager of the *Hongkong Telegraph*.

R. FRASER-SMITH,
Editor and Proprietor.

Hongkong, 30th July, 1892.

PRIVATE BOARD AND RESIDENCE, "GLENEALY BUILDINGS," *(Nos. 18 and 14, Wyndham Street.)*

MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS, also Accommodation for TABLE BOARDERS.

Hongkong, 4th July 1892. [650

WILLIAM WATERS.

CHAMPION MIDDLE-WEIGHT OF BRITISH COLUMBIA.
CHAMPION OF THE CHINA STATION, &c., &c., &c.

will give LESSONS in the ART OF SELF DEFENCE to Gentlemen at their own houses or at his Rooms, 133, Wanchai Road.

FOR ONE MONTH ONLY.

For terms apply at this Office.

Hongkong, 3rd August, 1892. [789

PIANOS, ORGANS, MUSICAL INSTRUMENTS

OF ALL KINDS

BY THE BEST ENGLISH AND FOREIGN MAKERS,

FOR SALE, HIRE, OR ON THE EASY PAYMENT SYSTEM.

Illustrated Catalogues free.

MOUTRIE, ROBINSON & Co.

(UNDER HONGKONG HOTEL)
HONGKONG.

ALL our PIANOS are made Specially for us with Iron Frames, Check Action, Full Trichord. Solid Cases, and are beautiful in Tone and Touch.

REPAIRS A SPECIALITY.

Intimations.

THE

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER
Manager.

Hongkong, 12th February, 1892. [108

CARMICHAEL & Co., LD.

SHIPCHANDLERS, GENERAL STOREKEEPERS, & COMMISSION AGENTS.

AMERICAN REVOLVERS, WINCHESTER CARBINES, ENGLISH FOWLING PIECES and AMMUNITION, STAR SAFETY RAZORS, MANDARIN RAZORS, RODGERS' HOLLOW GROUND RAZORS, &c.

WALTHAM WATCHES, GOLD FITTED CASES, ROLLED GOLD CHAINS, BINOCULARS, ANEROID BAROMETERS, AMERICAN CLOCKS, all at cheapest rates.

AERATED WATERS 3 dozen for $1. AERATED CLARET at 80 cents per dozen.

CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong.

Hongkong, 27th July, 1892. [42

SHOOTING SEASON, 1892!

DOUBLE-BARRELLED HAMMERLESS FOWLING PIECES.
Martini-Henri MATCH RIFLES, Winchester CARBINES.
Smith and Wesson's, Colt's and "Bull-dog" REVOLVERS.
ELEY'S CARTRIDGE CASES.
Damp-proof, GREEN, BLUE and BROWN.
Wads, Caps, Recapping and Loading Machines, Cartridge Belts and Bags, Flasks, Gun Cleaners and Sporting Sundries of every description.
Pigou and Wilk's "Alliance" SPORTING POWDER.
SPORTING CARTRIDGES loaded to order.
NEWCASTLE CHILLED SHOT.
Shooting Suits, Knicker-bocker Stockings, Sun-hats, Camp Beds and Camp Furniture.
TRAVELLERS' COOKING STOVES.

LANE, CRAWFORD & Co.

Hongkong, 22nd August, 1892 [29

W. BREWER.

THE Snows of Thibet through China, by Pratt.
Peeps into China, by Reed.
De Hanoi à Pekin—Rambaud.
Moore's Diseases of India.
A. B. C. Codes.
Moray & Bigge's Mechanical Engineering.
Thompson's Dynamo Electric Machinery.
Carlyle's Freemasonery.
Duncan's Freemasonery.
Allsop's Telephone Construction and Fitting.
Elements of Social Science.
The Constellation and how to find them.
The Miner's Pocket-book.
Large India Rubber Balls for Children.
Small Purses for 10c. & 20c. pieces.
Sadler's Leather Cigar and Cigarette Cases.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 4th August, 1892. [612

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,
PROPRIETOR.

666]

KELLY & WALSH, LD.

NEW STOCK OF INDOOR AND OUTDOOR GAMES AND REQUISITES.

TENNIS GOODS;

COOKE'S Tennis Bats.
Ayre's Championship Tennis Balls.
Ayre's Regulation Tennis Balls.
Ayre's Seamless Tennis Balls.
Tennis Nets and Poles,
Ladies' and Gentlemen's Tennis Shoes.

NOTICE.

A fresh supply of SALTER'S CELEBRATED BLACK GUT TENNIS BATS, will arrive per *Sutlej* in a fortnight.

Association Footballs.
Rugby Footballs.
Chess and Draughts,
Bezique Sets,
Spool Tennis,
Race Games,
Dominoes.
Cribbage Boards.
Chess Sets for Travelling.
American Squeezers.
Poker Chips.
English Playing Cards.
Foster's self-playing Cards.
Whist markers.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 16th August, 1892. [9

Auctions.

PUBLIC AUCTION OF VALUABLE HOUSEHOLD FURNITURE, PICTURES, GLASS AND SILVER WARE, ETC., ETC.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION, TO-MORROW, (SATURDAY), the 27th August, 1892, Commencing each day at 2.30 P.M., at Nos. 52 & 54, HOLLYWOOD ROAD.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE,

ENGLISH, AMERICAN, HALL & HOLTZ, AND MARINBURCK MADE,

Consisting of:—

DRAWING-ROOM SUITES, Upholstered in Peacock Blue Velvets and Old Gold Plush with Curtains to Match, Silk Tapestry and Red Plush with Curtains to Match; a quantity of EASY CHAIRS Richly Upholstered; Handsome CURTAINS in different Styles of SILK TAPESTRY, PLUSH, VELVET, etc., etc. WHITE LACE CURTAINS, AXMINSTER and BRUSSELS CARPETS and RUGS, etc. Very Handsome Richly Gilt American made OVERMANTEL, OVERMANTELS and MIRRORS in different Styles and Makes. CANTON BLACKWOOD MARBLETOP TABLES. Valuable OIL PAINTINGS, PHOTOS, CHROMOS. Fine AMERICAN OLEOGRAPHS, etc. Handsome FRENCH ORMOLU CLOCK, fine MARBLE MANTEL CLOCKS, BRONZE STATUARY and ORNAMENTS, FANCY PORCELAIN ORNAMENTS, JAPANESE CLOISONNE and PORCELAIN VASES, etc., etc.

1 COTTAGE PIANO by "Apollo" Dresden.
1 COTTAGE PIANO by "Lunau."
1 PIANINO by John Broadwood and Sons.

ENGLISH MADE ROSEWOOD BUFFET, Handsomely Carved, with Heavy Beveled Mirror Backs; CONSOLE TABLE and GLASS; SILVER CUPBOARD, etc., etc.

EXTENSION DINING TABLE, English made MOROCCO DINING CHAIRS, COUCH, and EASY CHAIRS.

A Fine Collection of FANCY SILVER WARE, ELECTRO-PLATED, GLASS and CROCKERY WARE, CUTLERY, Handsome SOLID BRASS SIX-BURNER GASELIER, GASELIERS of different sizes, GAS BRACKETS.

HANDSOME AMERICAN MADE BEDSTEADS and SPRING MATTRESSES, etc., BLANKETS, BED and TABLE LINEN.

Very handsome SINGLE and DOUBLE WARDROBES for Ladies and Gentlemen in the Best makes with Plate Glass Doors, PLAIN TEAK WARDROBES, SINGLE and DOUBLE. Handsome MARBLE TOP LADY'S DRESSING TABLES, LADY'S WRITING DESKS and BUREAUX; Handsome MARBLETOP WASHING-STANDS, SINGLE and DOUBLE, TOILET SETS, etc.

BEDROOM SUITES in different Upholstery, etc., etc.

A quantity of SHANGHAI BATHS, etc., etc.

A Very Fine COOKING RANGE & UTENSILS,

&c., &c., &c.

TERMS OF SALE.—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 26th August, 1892. [824

PUBLIC AUCTION OF CARPETS, CROCKERYWARE, LAMPS, &c., &c., &c.

FOURTH CLEARANCE SALE.

THE Undersigned has received Instructions from the HONGKONG TRADING CO., LIMITED (IN LIQUIDATION.) to Sell by PUBLIC AUCTION, ON MONDAY, the 29th August, 1892, commencing at 2.30 P.M., at the COMPANY'S PREMISES, No. 4, QUEEN'S ROAD.

WILTON, AXMINSTER, BRUSSELS and TAPESTRY CARPETS, FURNITURE, and a long line of Sundries not taken over by the New Company,

Also,

A quantity of HOUSEHOLD FURNITURE in SITTING, DINING and BED ROOMS on the Premises.

The above will be on view on Monday morning next.

TERMS OF SALE.—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 25th August, 1892. [850

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land, by Public Auction, to be held on the spot, on MONDAY, the 29th day of August, 1892, at 4 P.M., are published for general information.

By Command,

G. T. M. O'BRIEN,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 13th August, 1892. [837

Particulars of the letting by Public Auction Sale, to be held on Monday, the 29th day of August, 1892, at 4 P.M., by order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 years.

PARTICULARS OF THE LOT.

No. of Sale	Register No.	Locality	Boundary Measurements N.	S.	E.	W.	Contents in Square Feet	Annual Rt.	Upset Price
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 3,315	Morrison Hill Road.	146	98	100	69	13,180	124	6446

Auctions.

PUBLIC AUCTION.

THE Undersigned have received Instructions to Sell by PUBLIC AUCTION, on account and risk of the concerned, TO-MORROW, the 27th instant, at Noon, at Messrs. JARDINE, MATHESON & Co.'s Kerosine Godowns, Wanchai, Ex "MABEL TAYLOR."

10,000 Cases "COMET" brand KEROSINE OIL, all in good and sound condition.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 26th August, 1892. [838

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship "GHAZEE," Captain Scotland, will be despatched as above on or about MONDAY, the 29th Inst., at 5 P.M., instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 22nd August, 1892. [829

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship "CATHERINE APCAR," Captain J. G. Olifent, will be despatched for the above Ports, on TUESDAY, the 30th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 24th August, 1892. [849

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "MACDUFF," Porter, Commander, will be despatched for the above Port or on about FRIDAY, the 2nd September.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 18th August, 1892. [722

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. German Ship "CARL FRIEDRICH," Haak, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, 8th August, 1892. [807

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship "JOHN McLEOD," Henderson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, 22nd July, 1892 [748

To be Let.

TO BE LET OR SOLD.

NO. 52, HOLLYWOOD ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 18th August, 1892. [827

TO LET.

NO. 16, KNUTSFORD TERRACE, KOWLOON,—END HOUSE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 19th July, 1892. [744

TO LET.

NO. 4, BLUE BUILDINGS.

FIRST FLOOR, No. 1, Blue Buildings.
OFFICES—2nd Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)
GODOWN, (under Messrs. Douglas Lapraik & Co.'s Office).
GODOWN, No. 1A, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine Gap.
Nos. 2 & 2A, STAUNTON STREET (corner of the Old Bailey).
No. 10, OLD BAILEY.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, 11th August, 1892. [592

TO LET,
WITH IMMEDIATE POSSESSION.

THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.

Also,

Two Large AIRY ROOMS on the Top Floor of above.

Apply to DAKIN, CRUICKSHANK & Co., LTD., Victoria Dispensary.

Hongkong, 2nd August, 1892. [782

TO LET.

"TUSCULUM," MAGAZINE GAP.

Nos. 3 & 4, SEYMOUR TERRACE.
No. 4, PEDDER'S HILL.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 9th August, 1892. [32

Intimations.

DAKIN, CRUICKSHANK & CO., LIMITED.

VICTORIA DISPENSARY.

WE have received a small shipment of REAL DEVONSHIRE CIDER from Symons & Co., Totnes, Devon, in splendid condition.

SYMONIA CIDER,
$2.50 per dozen.

CHAMPAGNE CIDER,
$2.50 per dozen.

ZAMENE CIDER,
$2.50 per dozen.

VICTORIA DISPENSARY,
HONGKONG.

Hongkong, 20th August, 1892. [30

A. S. WATSON & CO., LD.

AERATED WATERS.

GINGERADE.
GINGER ALE.
LEMONADE.
LEMON SQUASH.
LITHIA WATER.
PHOSPHORIC CHAMPAGNE.
POTASH WATER.
RASPBERRYADE.
SARSAPARILLA.
SELTZER WATER.
SODA WATER.
TONIC WATER.

IN the Manufacture of these Waters the purest ingredients only are used, and the utmost care and cleanliness exercised throughout. The water used is subjected to a perfect system of filtration, daily examinations and periodically to searching chemical analyses; so that absolute purity and safety are guaranteed.

FOR COAST PORTS.

Waters are packed and placed on board at Hongkong prices, and the full amount allowed for Packages and Empties when returned in good order.

SUMMER BEVERAGES.

FRUIT CORDIALS:—Raspberry, Strawberry, Lime, Damson, Black Currant, Red Currant, Pine Apple, Orleans Plum, Morella Cherry and Gooseberry.

FRUIT SYRUPS:—Lemon, Lime Juice, Raspberry, Strawberry, &c.

Prepared from genuine fruit juices imported by ourselves, they contain the full flavour of the sound ripe fruit; mixed with plain or Aerated Water, they make delightful summer drinks.

Agents for
MONTSERRAT LIME JUICE & CORDIAL.

WINES AND SPIRITS.

Ports, Sherries, Clarets, Burgundies, Hocks, Champagnes, Brandies, Whiskies, Gin, Rum and Liqueurs.

A large selection of choice old brands.
Full particulars and prices on application.

TOBACCO, CIGARS AND CIGARETTES.

A complete stock of all the best and most popular brands.

VIN DE QUINQUINA.

A medicinal wine *AGREEABLE TO THE TASTE* containing the valuable properties of Cinchona Bark combined with a choice brand of Red Wine.

Its powerful antifebrile qualities tend to ward off attacks of Malarial fever and to all convalescents it acts as a quick restorative and appetizer.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 21st July, 1892. [4

The Hongkong Telegraph.

HONGKONG, FRIDAY, AUGUST 26, 1892.

KESWICK'S SHARE BILL.

CAREFUL consideration of the speeches delivered in the City Hall on Wednesday at the Chamber of Commerce meeting will make the proceedings at the adjourned meeting on the 15th September, very simple, as the issue will be so much clearer, and there will be ample time to strip the question of all superfluous points. There is hardly any need to look at the individual utterances of Mr. BELL-IRVING, Mr. BELILIOS, or Mr. GRANVILLE Sharp, for in detail they are so laughable as to be fatal to serious discussion; but their general bearing is important. Mr. BELL-IRVING's well-meant, but unnecessarily damaging attempt to whitewash his late chief, Mr. BELILIOS' illogical denunciation of "bears" for the boom which burst, and Mr. SHARP's excruciatingly funny story about the balloon which remained strong in its timbers and keel while the masts fell out of it—all were intended to convey one lesson, which was so clumsily expressed that in charity to the speakers we will explain their meaning:—the share Ordinance, 15 of 1891, has been and will be a public blessing.

The facts are simple: in 1889, there was a great boom in all shares in Hongkong, in land and property, in gambling houses, in military contributions, in everything. Prices of all kinds of buyables went up beyond reasonable bounds, and by some inexplicable madness most people thought they would stay up. People counted their paper wealth as real, their boom prosperity as permanent. The bubble burst in the autumn of 1889, and it has taken the colony all these three years to realise that, after all, Hongkong is only a poor little place. Prices went up because there was a demand. Men fancied they were rich and could buy up the earth. They made contracts to buy a good deal of it, and it would have been all the same if the contracts had specified the exact nature of the consideration—numbers of shares, or any other particulars—they would just the same have made contracts which when the time came they could not fulfil. They bit off more than they could chew, and it choked them.

LOCAL AND GENERAL.

THE *City of Peking* is to be thoroughly overhauled and when she comes out again is to run 20 knots.

THE Gymkhana meeting fixed for to-morrow afternoon is unavoidably postponed until Saturday, the 3rd September.

MR. SMITH (first officer of the *China*) comes out next trip as Captain of the *Rio*, and we congratulate him upon his promotion.

The broker died and went to Heaven
All the way from the Hongkong Club
St. Peter's boot (a large eleven)
Deposited him with Beelzebub.

A HOUSEHOLDER in the city quarter of Moscow gave notice of motion at the last sitting of the Duma that he would propose the re-estimation of property in this quarter, as the revenue therefrom has decreased in consequence of the expulsion of the Jews.

THE *Box of Curios* understands that on the return of the steamship *China* to San Francisco a "whaleback" will be added, thus increasing her capacity some 300 tons and bringing her within the 1st class under the U.S. Mail subsidy. After this is done she will sail under the stars and stripes.

Scene—Gates of Heaven.

St. Peter:—Come right inside, Mr. Smart, and join the band. Here's your harp.

Granny Smart:—No, that is not mine. Mine has only one string.

St. Peter:—What?

Granny:—"Put your money in land, boys, put your money in land." Can I sell you a fine building lot at West Point?

IT is rumoured that the man so brutally murdered at West Point the night before last had been of service to the police as an informer. It is only a rumour, and we give it for what it may be worth. The official inquiry into the circumstances connected with the death of the unfortunate man will, it is expected, be conducted by Mr. H. F. Wodehouse, the Coroner, on Wednesday next, the 31st inst. We understand that the police, although doing their utmost, have not yet obtained a clue to the murderer or murderers.

THE Penang *Gazette* says that it has the best authority to contradict a report that the steamship *Artiadong* was wrecked. This vessel was built recently at Hongkong, and her first work of any note for her Penang owners was to take a party of experts and business men to see some coal deposits at a place with a jaw-breaking Malay name. She returned to Penang safe and sound, and the yarn about getting ashore (reproduced by the *Daily Press*) is utterly false. The passengers were well satisfied with their trip, but nothing is said about the coal.

TWO elegant old hags waxed very wroth last night and fumed and swore and tore each other's hair, and wanted to send each other to the bottom of the bottomless pit, there to be devoured by hobgoblins and devils and evil spirits and the ghosts of Buddha and Confucius and all sorts of great men, both good and bad. And then they took off their filthy rags and clinched with each other and the blood began to flow copiously and greatly frightened the elder of the two, so she sat down on a door-step and bellowed like a mad bull after a Spanish bull-fight. Her yells attracted a Chinese constable to the spot and he promptly assisted the ladies into the Central Police Station, where they cried themselves to sleep in a dungeon dank and dreer. They were "up" this morning, fined fifty cents and promised to behave better for and ever. Amen!

THE Bangkok missionaries who refused $500 obtained for the sake of the gospel from a smoking concert at which a man danced in tights will be pleased to know that the Americans are reproaching the English for the introduction of drawing-room skirt-dancing, and are loudly censuring titled dames for displaying their skill in public in the cause of charity. An Irish friend is guilty of the following beautiful verse:—

Though the practice of skirt-dancing all the puritans abuse,
A little indecorum we can easily excuse,
'Tis for *charity* the noble dames so lightly dance and sing,
If not, of course, they wouldn't think of doing such of thing,
But I cannot help remarking, when the dancing once begins,
That charity *uncovereth* a multitude of shins.

SHAH BAZ, Osman, Hassim Alli and eight other Turks were roaming about in Japan some weeks ago and stated they were shipwrecked sailors. The Japanese Government fed them for a while and finally shipped the lot as passengers on the German mail steamer *Nurnberg* which brought them here on the 22nd. Upon arrival they wandered up to the Central Station, told Insp. Kemp that they were destitute and got free board and lodging. They were introduced to Mr. Hastings at the Police Court this morning and charged as vagrants. Detective Hadden stated that the chief officer of the steamer *Nurnberg* told him the accused were brought to Hongkong in his ship from Japan, after which his Worship declared the whole lot vagrants under section 5 of Ordinance 12 of 1888. Presumably, these men will be sent on to Singapore shortly and become a burden to the taxpayers in the Colony, until they get tired of supporting them and send them on to Ceylon where the vagrance precepts will be released. And so it will be, in these enlightened days, until the unfortunate waifs find themselves in their own sweet homes. Everybody seems to have forgotten that the laws of Hongkong profess to prohibit the importation of destitute aliens. The master of the *Nurnberg* has rendered himself liable to a penalty, but of course it will not be enforced. This ship is already famous for breaking the law with impunity. Oh, would I were a German!

WE are informed by the agents of the Austrian Lloyd's S. N. Co. that the Company's steamer *Thisbe*, from Bombay, left Singapore for this port this morning.

Sweet Sixteen—Do you truly think that May is an unlucky month to get married in?

Sixty-five—I have tried six different months, and May was no worse than the others.

WE regret to learn that Capt. Sterling, A. D. C. to the Governor, met with a serious accident while playing tennis at Craigieburn yesterday afternoon, spraining his left ankle badly by a fall.

THE longest tunnel in the world will be that now to be commenced through the Simplon. According to the final plans adopted it will have a length of 126 miles, or 3·1 miles more than the St. Gothard tunnel.

THE Royal Statistical Society announce that a Howard medal and a gift of £20 will be awarded in 1893 to the author of the best essay on "Perils and Protection of Infant Life, with statistical illustrations where practicable."

ENGLAND has no monopoly of dishonest contractors. An investigation in connection with the Army contracts in Austria-Hungary has shown that boots supplied to the soldiers were so hard and defective as to render marching not only difficult, but sometimes painful.

MR. JACKSON, the Cambridge captain, and son of the Chief Secretary for Ireland, is the man of whom the delightful story is told that when he made a big success at cricket he said he "didn't so much care about it for himself, but that it would be a very good thing for the governor."

THE *Courrier d'Haiphong* advocates the imposition of a fine of $25,000 on the inhabitants of the district in which M. Vézin was recently captured by brigands and held to ransom in that amount. The argument is that the whole population is in some way responsible for the misdeeds of its members.

A PRISON chaplain on one occasion observed among the prisoners an old Scotch woman who had been a frequent inmate.

"Here again! Mary," the chaplain said.

To which Mary replied, "Aweel, sir, whaur could I be better? I get my meat, and I get my claes, an' I hae the benefit o' your meenistrations."

AT South Shields one of Mr. Walnwright's canvassers called on a pilot's wife, whereupon the lady chased him away with a rolling-pin. "Can you fight?" inquired a North Shields elector, when he was called upon for information as to how he intended to vote. The alarmed canvasser did not stay long enough to reply.

MR. Justice Goldney, of the Straits Settlements, has, we learn from the *Penang Gazette*, been offered the Chief Justiceship of the Colony of Trinidad, and has accepted the offer. The post is worth £1,800 a year; the salaries are payable in sterling, and the distance from England is only 13 days' steaming; so that Mr. Goldney is to be congratulated, in every sense, on his promotion. The retiring Chief Justice is Sir John Gorrie, Knt.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Barrack Square, this evening, commencing at 7.30 p.m.:—

Polka	"Fly Away"	Zielrer.
Quadrille	"El Mesqua"	Faust.
Valse	"Summer Roses"	Lane.
Schottische	"Sunny Hours"	Newton.
Lancers	"Talk of the Night"	Williams.
Valse	"La Serenata"	Jerome.
Quadrille	"Olympia"	Williams.
Mazurka	"Lalla Rookh"	David.

SAYS the Haiphong *Courrier*:—On the 10th July a body of French troops arrived at Banroi, near the frontier of China, where they spent two days trying to meet the pirate forces. They then saw distinctly, but unfortunately out of range of their guns, a strong band of pirates issuing from the forest about Banroi, in Chinese territory, in the presence of Chinese soldiery, who with colours flying occupied the tops of the surrounding hills, as allies of the bandits. No wonder the country is troubled!

IT is not often that we get a detailed description of a kiss, and our best thanks are due to the *Chicago Mail* for its high-toned word picture of the "Langtry Kiss," as kissed in "Lady Clancarty": "There is a soft, gurgling sound, as of water escaping from a kitchen sink. Then they are, as it were, glued together. Then all is still. One second, two, three, four, five, six, seven—and then there is an explosion as if the bung had blown out of a beer barrel. It is all over. That is the Langtry kiss."

THE Tamsui correspondent of the Amoy *Gazette* writes:—News from the front reports a cessation in the hostilities, pending instructions from the throne by the Chinese, who have meanwhile been withdrawn from To Ko Ham. Myself I believe the troth of the matter is that they have just about had enough of it, what with fever, dysentery, and poisoned bullets. Latest intelligence from the Gold fields reports the number of seekers is increasing, whilst the quantity of gold being found is decreasing. A friend of mine in Keelung has just written me that the weather over there is delicious just now, and not too hot. The railway one might say is practically finished, no method for running the trains having been found feasible, as they generally are hours late. The Circus continues to draw nightly.

OUR very good friend Mr. Arnot Reid, editor and manager of the *Straits Times*, paid us a flying visit on Tuesday on his way to London, *viâ* Japan and San Francisco. He is to be at Chicago when the U. S. President conducts the dedicatory ceremonies of the Exhibition, in the presence of many prominent Americans, the ambassadors, and a great crowd of foreign delegates and journalists. Mr. Reid is delegate for U. S. Consul Rounseville Wildman, the World's Fair commissioner to the Malayan territories. From Chicago Mr. Reid will revisit New York where, in 1886, he spent a brief time completing a series of articles on newspaper organisation which in 1886-87 he published in the *Nineteenth Century Review*. He expects to get to London in November. He keeps dark about the largest circulation in Asia.

Granny states in this morning's issue that "The second of the new fleet of steamships being built for the Northern Pacific Steamship Company is expected to arrive from home within a couple of months. She is named the *Tacoma*." It would surprise the old gal to find that the *Tacoma* is neither more nor less than the good old Cunarder *Batavia*, that she is not coming out from home, but is at this present moment in the hands of the Hongkong and Whampoa Dock Co. here, undergoing extensive repairs before being re-named and fitted for the new trade for which she is admirably adapted. *Granny* also made the *Victoria* a new steamer on her maiden voyage; and not long ago our esteemed morning dodderer called forth scornful comments even from the Japan papers, for putting down the P. & O. boat *Rome*, lately repaired, as a new ship, whereas everybody who has been in this world long enough to get his eyes open knows that she is old, very old, older than *Granny* by far, but not so feeble.

Gabriel had blown a blast on the last trump and Cholly crawled from under a tombstone.

"Deuced wacket!" he exclaimed.

"It's the resurrection," explained Gabriel.

"You've been dead, you know."

"Have I, weally? Thanks, awfully, I assuah you. Nevah should have noticed it."

THE R.M.S. *Empress of Japan*, which left Hakodate on Monday the 15th August, having put back to that port in consequence of a fire breaking out in the after hold after leaving Yokohama, has accomplished a very fast run to Vancouver, arriving there yesterday, the 25th. Although the detention caused by the accident amounted to nearly a week, the vessel has completed her voyage within four days of the contract time, and the delay has thus been very much reduced.

THE depression as far as Hongkong is concerned has passed away for ever, and money is now circulating freely all over the colony; even the Government is "flush of tin" and with a view to helping along the needy has actually offered a reward of

TWENTY MEXICAN DOLLARS

for information as to the identity (age, residence, etc.) of the man murdered at West Point a couple of nights ago.

SAYS the *Progrès de Saigon*, "On Tuesday (26th ulto.) at 5 p.m. the foreign employés of the business houses and ships in harbour followed to its last resting place the body of an English ship's captain, who had been struck down in a few days by a deadly fever. Judging by the number of persons who joined the cortège, the deceased must have been highly respected in Saigon." But no name is given, nor is there any published list of British vessels at Saigon.

THE YAU-MA-TI FATALITY.

FOUR MEN BEFORE THE MAGISTRATE.

This afternoon four coolies, charged with causing the death of a coolie at Yau-ma-ti on the night of the 18th, were brought before Mr. Hastings at the Magistracy. Mr. Holmes appeared for one of the accused, and Inspector Hanson (Yau-ma-ti district) conducted the prosecution.

Wong Afook, a coolie, said that about 10 a.m. on the 17th, after finishing the morning meal, he and the deceased coolie went out to collect medicinal herbs. After a while they came to a village in British territory which was surrounded with plantations and vegetable gardens which were not fenced in. The deceased unintentionally stepped on some vegetables in the first prisoner's garden and asked him to excuse him for so doing. Prior to that the prisoner had called out to the deceased in Hakka, which was not comprehensible to him. The deceased spoke words "excuse me" in Punti. Then the deceased ran away and the first prisoner followed him. At that time the second defendant was in a garden near the first plot. The other two prisoners came out of a house just at that time. The deceased was caught by the first defendant, knocked down and hit ten times. The deceased was lying on the ground, face upwards. Witness saw the second defendant run to the spot where the deceased was lying and after throwing away an agricultural implement which he had in his hand he jumped on him (the deceased) several times. Witness remonstrated and the two first prisoners said—"you come on our ground, and if we kill you, all we have to do is to put your body on the hill-side." They spoke in Hakka, but witness did not understand all they said. He understood most of what they said. After that threat the other prisoners shouted out "tah! tah!" (Beat him! Beat him!) But no one struck him. Then witness lifted the deceased off the ground and laid him down near some bamboo bushes about 400 feet distant. He was then not swooning—but dead. The prisoners came up to the deceased and said to witness—"We want to beat him more but he shams death." Then one of them struck the body of deceased several times with his fists. After covering the body he went to the Yau-ma-ti Police Station and reported that the man had been beaten to death.

Deceased was about 30 years of age at the time of his death. Sometimes the medicinal herbs for which they were looking that morning are procurable in large quantities in vegetable gardens, near the beds. Deceased had been to the prisoners' gardens for the purpose of gathering herbs before. Witness had never seen the prisoners prior to the 17th instant. An Indian Sergeant and Chinese detective effected the arrest of the four prisoners. When struck by the first prisoner the deceased was on the ground, having been dragged down by his *queue*. Some of the blows fell on the breast and others on the sides (ribs) of the deceased. There were some fowls in the prisoners's gardens, but they were a good distance from the scene of the disturbance.

Cross-examined—The fowls were close to the prisoners' houses, and the latter were 30 or 40 feet distant. Witness had lived with deceased at Samsuipo for about ten days. He came to Samsuipo from Salheung in a junk. Came here on "spec." He made no mistake about the statements of two of the prisoners respecting the throwing of a body on the hill-side. He had never seen the prisoners until the day on which they killed his comrade.

Dr. Marques stated he examined the body of the deceased in the Mortuary and found the abdomen full of blood. The spleen was enlarged and ruptured. The ninth rib on the right side was partly fractured, while the 7th, 8th and 11th ribs on the left side were partially fractured. Death had resulted from syncope caused by rupture of the spleen which might have been occasioned by a blow or a fall. No bruises were visible about the body. There was a light abrasion near the broken ribs.

By the Court—It did not follow that a blow causing a rupture of the spleen would show discolouration on the outside of the body

Yu Po, detective, said he arrested the prisoners. One of them pointed out the first two prisoners as those who took part in the assault.

At this juncture the hearing was adjourned until 11 o'clock to-morrow.

EDY'S MARINERS' COMPASS CARD.

A BOON TO NAVIGATORS.

In these days of rapid and great improvements in the construction and speed of steamships great attention is paid to the system of navigation, which has become more or less of an art, so much so in fact that the watch officer to-day is as different a man from the old-time "windjammer" man, who was wont to run round the deck with a tar pot in one hand and a paint brush in the other, as chalk is from cheese. Their education and training must now be vastly superior and the result is that the Merchant Service is rapidly becoming officered by a highly intelligent and well educated class of men who are able to appreciate and make good use of every improvement in the means of navigation which the genius of the inventor from time to time propounds. Amongst the most noteworthy inventions of recent years has been Sir William Thomson's improved compass, which was thought to be about as perfect as human intellect and ingenuity could make it. But we now learn that, as with many other inventions which at first sight appeared faultless, it can be and in fact has been improved upon by Captain John Eedy, Instructor in Navigation and Government adjuster of compasses at Sydney, N.S.W., who has patented a new card which is destined to be used on almost every ship afloat at no very distant date. At the present time the corrections of the course steered by compass, namely, variation and deviation, are given in degrees, but the lee-way in points and fractions of points, the mode of correction thus being rendered tedious and the course corrected more or less uncertain owing to the continuous change from one expression to another. Nearly all our best compass cards have a marginal circle, divided into degrees, but those degrees do not coincide with the geographical points inside of them, so that the arrangement sometimes causes confusion to the helmsman. In Eedy's card, divided as it is into 36 points, the points coincide with the degrees on the margin, viz., every 10. The old nomenclature can, of course, be dispensed with, but as it never expressed anything and had to be acquired by taxing the memory, the earlier it is lost sight of the better. In illustration:—S.S.W. ½ W. and S.W. by S. ½ S. (very different expressions) refer to the same angle with the meridian—namely, S. 31° W. The same angle expressed for the 36 points compass would be S. 3.1 points W., equal to S. 30° W.

It may perchance, be asked—"Why have points at all when steering to degrees?" The answer is obvious: The whole division of 10 degrees must be well defined. The new card fulfils that condition and at the same time presents the card in a familiar form. All the letters denoting points, except those on the cardinal points, are done away with, the other points are numbered always from the meridian. To prevent any confusion all bearings should, according to the talented inventor, be reckoned from North to South towards East and West. This new 36 points compass card is a decimal compass, the point or unit being equal to ten degrees, therefore each degree is a decimal; one and a half points equal 1.5 points or 15 degrees, and the same figures are used whether the expression is given in points or degrees. In this uniformity and conciseness lies the value of Eedy's card, which is as great an improvement on the old divisional card as decimal coinage on the present British currency.

The advantages of the new card are set forth by the inventor thus:—

1st—The value of the points is given in an equal number of degrees, therefore a fraction of a point is readily determined.

2nd—The points coincide with the degrees on margin, this being convenient for steering and preventing confusion.

3rd.—The points are expressed in numbers reckoned from the Meridian, instead of letters; numbers express the value at sight, letters express nothing and must be brought into numbers to enable us to understand their value.

4th—The point being equal to 10°, each degree is a tenth or decimal of a point, therefore the course to be steered can be given in points or degrees, the same figures whichever way given, express the same course, thus 3¼ points equal to 3·5 points or 35 degrees, and so on throughout the quadrant of nine points or 90 degrees.

5th—The Compasses on our Charts would only require to have the margin marked to degrees. The letters denoting the cardinal points only retained. If all the points are marked by letters, the degrees should be on the margin for the convenience of finding position from bearings, &c., &c.

6th.—The course given in points or degrees reckoned from the Meridian is less liable to be mistaken than if given in points, expressed by letters, as in the 32 points compass. Many ships have been placed in danger, and run on shore, from a wrong transmisson of the course, when the helm was relieved. Thus N.E. ¼ N. may be substituted for N.E. ¼ E., but the same values, viz: N. 3¼ points E. is not likely to be substituted for N. 4¼ points E.

There are other advantages which, to the practical Navigator, are obvious.

(Signed) JOHN EDDY.

We hear that Mr. G. W. Eedy, the second officer of the Douglas Company's steamer *Haitan*, who is a son of the inventor, will read a paper on this invention at the Mercantile Marine Officers' Rooms at an early date, and that some of the leading English compass makers highly approve of the new cards and one of them, Sir William Thomson, is likely to purchase the patent from Captain Eedy, who has protected the invention in all parts of the world.

AMOY.

Again we are in receipt of complaints against that Customs official in Amoy known by the pleasing and melodious nickname of "Dismal Jemmie." They accuse him of many moral delinquencies and allude to him as a sneak, a spy, a mischief-maker, a hypocrite and a fraud. We have inquired into all the accusations and find that "Dismal Jemmie" is a truly pious youth and that his accusers ought never to be allowed in the same parlor or prison with him.

Thus for example, one letter says that a large and valuable case of merchandise was seized on a steamer in Amoy, taken to the Custom house and there turned over to the Examiners for appraisal. A merchant who spoke about it to Dismal Jemmie was informed that it would take three days to pass through and would cost many dollars. Shortly after, a missionary turned up as the real consignee of the case, whereupon the Dismal handed the case over without further trouble. Now this does not show partiality, favoritism or violation of duty. It shows only that Jemmie is truly pious and appreciates the moral superiority of the clergy over the wicked merchants of Amoy who make his life a burden.

So when a bold, bad captain was hauled up for having a 40lb. bag of coal on board, which was not entered on the manifest, and when he was threatened with fine, imprisonment and the gallows, every candid reader must admit that this proved Jemmie to be conscientious and careful and not as is wickedly suggested, a martinet, an old fool or a damnuisance.

The claim that he invades every sick-room and death-chamber (except where there is measles, scarlet-fever, chicken-pox, mumps, or any other contagious disease) and there worries the luckless inmate, speaks volumes for his enthusiasm and does not argue cowardice or hypocrisy. He fears infantile ills.

So the statement that he is always telling seamen that true Christians do not fear death, but go to their end with an unfaltering trust, while at the same time he will not enter a sampan if the waves are six inches high, is convincing evidence that he wishes to preserve unimpaired the precious jewel of his life.

As for the missionary's charge that Dismal Jemmie's attempts at sermon, prayer and praise in Amoy are ungrammatical, unrhetorical and a burlesque on true religion, we dismiss it as a piece of professional rivalry. He has a large voice and any amount of self-possession. With these high gifts and considerable patience, he may some day or other convert a beach comber, a coolie or a Malay quartermaster. While he cannot equal a common or garden missionary, he nevertheless fills a high and honorable position in his own opinion.

We know that these accusations are trivial and that Dismal Jemmie is a truly pious and righteous youth. Not long ago at Swatow, two impertinent tide-waiters had the audacity to sit down by his side on the steamer and eat breakfast! It is true that they were invited by the captain, that they were hungry, tired and in ill-health and that there was no one on deck to supervise and no work to be done. But this does not excuse their breach of duty in sitting down and eating, above all in the presence of him, their superior.

When the meal was over, and he had made a memorandum of the number of cups of coffee and pieces of toast they had consumed, as well as dropped six distinct tears upon the table cloth he made a bee line for the Custom house and there spent two hours, two long, hot and weary hours in putting all these facts into official charges and specifications against the malefactors. There was time, piety and devotion to Dooty. And to show the sweetness of his soul, it is said that he was willing to pray for the wretched tidewaiters every evening after they had been kicked out of the service!

What a pity that there is but one Dismal Jemmie in the I. M. Customs! The long roll of hae-kwans includes cultured gentlemen, well-bred business-men, talented soldiers and brilliant scholars. But what are these qualities alongside of piety, both early and smile? And what are these men when compared with that paragon of all earthly virtue, Dismal Jemmie?

THE ORIENTAL BANK FAILURE.

A meeting of the creditors of the New Oriental Bank Corporation (Limited) was held on Wednesday, July 20th, at Winchester House, Old Broad Street, London, E. C., for the purpose of electing three of the creditors to act as a committee to represent the English and Irish claims in conjunction with three nominees of the Scotch creditors, thus forming a committee of six to assist the liquidator in guarding the interests of all concerned. Mr. T. A. Welton (the liquidator) presided.

Mr. Welton, in opening the proceedings, said that before he asked the creditors present to name three gentlemen to represent the English and Irish creditors, he wished to tell them that the gentlemen nominated by the Scotch creditors were Mr. John Blair, W.S., Mr. A. R. C. Pitman, W. S., and Mr. H. M. Horsbrough, chartered accountant. Until he met those gentlemen the other day as a deputation from the Edinburgh committee, he had never seen them, but he could say that they were able men of business, as far as his judgment extended. As for the purpose for which the meeting had been convened he found that Mr. S. P. Low was supported by a considerable number of creditors, and probably the gentleman would be able, from his knowledge of Indian banking, to suggest other names; at all events it would rest with the meeting to determine absolutely for whom they would vote. As far as he could gauge it, in the short time that had elapsed since his appointment, the following was something like the position of the bank. The claims of the creditors were likely to come to about £4,500,000; and the assets included he believed about £1,500,000 of real banking assets, which would become cash within four or six months; another £1,500,000 which would take time to realize, and assets to the extent of £1,800,000, the realisation of which would take a considerable time, and the result of which was very doubtful. Comparing these figures with the probable claims, he thought that at the very extreme the creditors ought not to reckon upon getting more than 15s. in the £ upon the distribution taking place. He regretted that this should be so, but the condition of trade in the East was not such as to enable him to hope for any brilliant recovery there, and he thought that it was much better that he should state at once the conviction which he had arrived at. The Scottish members of the committee had claimed, and he had allowed, two things, viz., first that the committee should have absolute power to determine upon his remuneration, and that he should not in any way seek to increase that sum; and secondly as regarded the way in which the bank had come to fail. On the latter point the committee were to have whatever enquiry they might desire. Of the Scottish members two were lawyers of considerable ability, and would desire to make whatever investigation they possibly could into these matters, so far as it could be pursued without disadvantage to the interests of the bank. One of the questions which would come before the committee would be whether, looking at the present situation of the bank, it was desirable that there should be what is termed a re-organisation—whether in the interests of those present and of the shareholders, it would not be better to re-open certain branches, and to re-constitute the concern as a creditors' Co. Upon that question the creditors would have to be pretty nearly unanimous before he should consider himself warranted in putting forward a scheme; but if the committee were almost unanimous in the matter, he should have confidence in putting forward the result of their deliberations before the whole of the creditors, three-fourths of the whole body of whom would have to give their approval before anything could be finally done. With reference to other matters, such as the disposal of premises, &c., he should consult the committee if in the least doubt as to the proper course to pursue, but if this committee acted in the same way as that of the English Bank of the River Plate had done, they would leave him very much to his own course. That body did not direct things, but simply took notice of what was done, and if they thought fit to oppose what he was doing, they were permitted to do so. As he would be very careful respecting the way in which he would proceed, he thought that perhaps would be the right course for this committee to follow. The committee of the old Oriental Bank possessed the right to go before the judge with respect to any point, and as a matter of fact, two of the five gentlemen who formed the committee did go into Court and opposed what he and the majority of the members considered best. The result was that the judge determined that he (Mr. Welton) was right, and that the dissentients were wrong. Notwithstanding this, they worked together harmoniously and in that way they were able to deal with the various questions which cropped up in a temperate and reasonable manner, and in a way that resulted for the creditors very far beyond their expectations. Many of the creditors of his bank resided at a considerable distance, and as whatever scheme was formulated would have to be submitted to them, he wished to point out that some time must necessarily elapse before such scheme could actually be agreed to. He had received from a creditor who opposed the moving of the supervision order, a letter, from which could be gathered the strong hostility of the gentleman to the present proceedings. The letter was as follows:—

"Sir,—In acknowledging receipt of your printed letter of July 12th, I wish to say on behalf of myself and my friend Mrs. Terry (we being creditors to the extent of £5560) that, as we are soon to file a petition for a compulsory winding up, we do not intend to be present at the proposed meeting on the 20th inst., and that we emphatically protest against your taking any action on the assumption that the supervisional order obtained through skilful management is to remain undisturbed. We protest, further, against the transparent make-believe of "shaping a policy "and" guarding the interests" of creditors through the agency of men who, as auditors or promoters, or directors of the late bank, and of

some other allied bankrupt concerns, are more or less responsible for what to us is a disastrous failure; and especially do we protest, in the interest of the public as of our own interests, against the project now dimly shadowed forth of "converting deposit receipts into stock"—a project which possibly means that directors, and promoters, and auditors of the old and the new bank are now desirous (in pursuance of the clever old plan of taking over the assets of a collapsed bubble at an exaggerated estimate of their value) of making a fresh experiment in "promoting" by forming out of the ruins of the old and the new what would perhaps be designated a "Newer" Oriental Bank Corporation. Please to read this letter at your meeting to-morrow. The proxy forms enclosed are returned to you with a view to the penny stamps being restored to the assets of the bank.

With respect to this letter he might say that it was a fashionable thing to attack an auditor when anything went wrong, but he felt absolutely easy in his own mind as regarded any attack which might be made upon him in that way, while as regarded the directors, he believed that those of their number who were chiefly responsible for whatever mishaps of a preventable nature had occurred had some time since retired, while the other members of the Board, notably the Chairman, Mr. Shaw, had really done as much work for the creditors as if they had been simply creditors themselves. Therefore in mentioning that some of the directors possessed the necessary information and the requisite qualifications for acting for the creditors, he did not think he went out of his way; but at the same time he desired it to be understood that he would not press the names of the directors in the slightest degree, but, on the other hand he hoped that those present would feel they had absolute freedom in the matter of choosing committeemen. (Cheers).

Mr. Holle said that although they as depositors sympathised with the shareholders still their interests were separate. (Hear hear).

The Chairman:—I quite agree. They are separate. If you think I have selected in my own mind who is to be the choice of the meeting you are quite wrong. (Hear hear and cheers).

Mr. Holle then said he would disclaim any intention of making any suggestion against the Chairman, but at that last meeting a very great deal was cut and dried. (Hear hear and cries of "No no"). Of course he did not blame the organisers of the meeting, for his experience of these affairs was that the people concerned were very apt to be led. They came without any ideas of their own to hear what was proposed to them, and it was very difficult for men of business to deal with them. In order to commence the real business of the meeting he would propose the name of a gentleman whom he had known for a great number of years to serve as the Committee. His name was Mr. Drury. He (the speaker) had known Mr. Drury for many years as being connected with mercantile affairs in India, and knew that he was a depositor in the bank to the extent of over £7,000. (Applause).

A voice.—Who is Mr. Drury?

A Gentleman, rising in the front seats.—I am Mr. Drury. (Cheers and laughter). My position is this. I have been connected with railways in India for 31 years, and am home now on sick leave, my doctor stating that it is death for me to go back to India. I put my savings for 31 years to the amount of £7,000 in this bank. £2,000 were due on the day after the bank stopped, and the £5,000 was due in August, on my fiftieth birthday, when I had arranged to purchase a joint annuity for myself and my wife.

A voice.—I am awfully sorry for you. (Hear hear).

Mr. Drury, continuing.—That is so, gentlemen. However if you elect me you will have an honest man on the committee to look after your interest. It will be my great endeavour to do the best I can for myself, and what I do for myself will be done for you all. (Cheers.) I may tell you that I am prepared to come to Mr. Welton and work as a clerk if necessary without any expectation of remuneration. (Cheers). I do not wish for any remuneration.

The Chairman: I propose to wait until I get more names before I put them to the meeting. (Hear hear)

Several of the creditors then seconded the motion that Mr. Drury be elected as one of the committee.

A Creditor: Can you tell us, Sir, if the committee are to work gratuitously, or will they be paid an honorarium; and if the latter at what rate, and where will the money come from? (Hear hear.)

The Chairman in reply stated that no proposal had been made, but precedent showed that if the committee did its work in a manner satisfactory to the Co. and the creditors, the Court would sanction some reasonable remuneration in course of time. They were under the supervision of the Court, and he did not propose that anything should be done without the sanction of the Court.

Another Creditor.—There is one class of creditor which should not be overlooked in appointing any committee. I refer to the unsecured debenture-holders. These gentlemen came forward to assist the bank when it was in difficulty, and I do hope that these unsecured debenture-holders will not be unrepresented upon this committee (Hear hear.)

The Chairman.—To that I should like to tell the meeting that considering that the unsecured debenture-holders only amounted in all to £29,000, I think it is for the meeting to consider whether they will have them on the committee or not. (Cheers and hear hear)

Several creditors: No. We will not have them. (Cheers.)

A Creditor. Will the scheme which you have in your mind safeguard our interests? (Cheers.)

The Chairman—I will not put forward any scheme that does not safeguard your interests. (Cheers). You can rely upon that. (Hear hear.)

Mr. Ashley Clayton—I am a depositor of £4,500. I decidedly object to taking any shares whatever in respect of my deposit. (Cheers and cries of "Oh!") I have not the slightest desire to have any reconstruction.

A voice—So do I.

A Creditor—I am an old man, and from what you have said I will be dead and buried long before I will get anything from it. (Cheers and laughter.)

The Chairman stated that he had not the least interest in them taking any shares. It would be infinitely better for him if the bank were wound up and not reconstructed. Of course three-fourths of the creditors in value would have to support any proposal which might be made, and even then the sanction of the Court was necessary. Anyone dissenting could oppose the scheme before the Judge, and his voting at the present meeting would not disqualify him from taking part in such opposition.

A Depositor.—Can you give us in a sketchy manner how the creditors can benefit by such a procedure?

The Chairman in reply said that the only motive there could be was that there would be a certain number of the staff and officers kept together for the purpose of doing profit-earning business at those branches where profit was to be earned. Secondly it would be a much less expense in liquidating than would be the case if they wound up altogether. The calamities which had attacked this bank were not by any means identical with those from which the old bank suffered. That bank would have been in existence now, but for their commitments in Mauritius and Ceylon. There was no doubt that while losses were made at those two places, good management had prevailed at most of the other branches of the old bank. In the present instance the branches at Mauritius and Ceylon were in very good order, and he believed that notwithstanding the losses caused by the hurricane, and after making provision for that loss, the former branch would show a considerable profit. Ceylon had not been quite so lucrative, but still it had been profitable. If they wanted to get at the causes of the failure they would have to look in other directions for the mischief which had been done—to Singapore and the Straits, to Australia where there had been a very serious lock-up of all assets, and banking business had been in a very bad way of late, and to China and Japan, where trade was in an extreme state of collapse. It did not come from India, which was in much better order than perhaps those present might imagine, for the bank had been actually increasing its deposits in that country in latter days while in other quarters money was being withdrawn. It would, however, be for the committee to consider what branches should be kept open, and what wound up. (Cheers.)

A Creditor.—I wish to know, Sir, whether if I am dissatisfied either with your action, or the action of the committee my voting to-day will hamper any proceedings I may take on a future occasion? (Cheers.)

The Chairman.—I should tell you, Sir, that in voting to-day you do not at all hamper your future action. If you were dissatisfied later on with our action, you have perfect freedom to apply for a compulsory winding up. (Cheers.)

A Depositor.—In what position does Mr. Low stand?

The Chairman.—He has a small interest, having advanced some money on our deposit receipts and the like of that. He has no interest in the bank personally, but still he holds proxies to the extent of £200,000. I know he is qualified to act on this Committee.

The Depositor.—I am a depositor myself for £6,300 and I should recommend that Mr. Low be appointed one of the members of the committee.

Several Creditors.—No. We do not want him.

Mr. Long thought it would be best that some of the palatial residences built as banks abroad should be turned over to Cook's or some other agency as hotels. (Hear, hear.) He had been told that the failure took place from the lunacy of some one in Australia, but he was afraid there must have been a great deal of lunacy on the board in London. (Laughter.)

The Chairman.—If you have not sufficient confidence in your committee to allow them to serve in your interests, all I can say is, that I cannot tell what the meeting should do.

Mr. Drake contended that no branches should be re-opened until two-thirds of the deposits had been returned to the depositors, and that it would be perfectly impossible to regain the public confidence.

The Chairman:—To whom do you look to pay two-thirds?

Mr. Drake.—That was proposed when we were invited to go into voluntary liquidation.

The Chairman.—I know nothing about that and it is quite certain that the hands of this meeting are perfectly free. You can only be paid out of the assets, and they are your property.

A voice.—When we get them. (Laughter.)

The Chairman.—You have them practically.

Another voice.—No we have not got them. That's the point. (Cries of "Order" and commotion.)

The Chairman continuing:—You are yourselves masters, and it is for you as masters to determine what is to be done. But this is a matter for the committee to consider. We cannot debate these points in a committee like this. You may take it that they will not propose anything that is not to the majority of your interests.

After proposals were made to nominate Mr. Rhode, the late general manager, and Mr. Shaw, the late Chairman,—the latter gentleman receiving Mr. Low's support—which were not by any means favourably entertained,

Mr. Walter C. Jameson proposed the following resolution:—That Mr. Drury and Mr. Low be appointed members of the committee, those gentlemen having power to appoint a third member, being an English or Irish creditor, such third member to be approved by Mr. Welton."

Mr. Sampel McDowell seconded the resolution, which was carried with one dissentient.

A vote of thanks to Mr. Welton for presiding closed the proceedings of a very numerously attended meeting.

INSTRUCTIONS TO PASSENGERS.

WHEN CONVERSING WITH OFFICERS ON BOARD STEAMSHIPS.

Kindly suit your conversation to the humble mental capacity of the officers, as many of them have been reduced to tottering wrecks through gigantic efforts to hold their own in ordinary intercourse with the average passenger.

The discussion of political or other abstruse questions is absolutely fatal to an officer's usefulness, or at least it renders him incapable of coherent thought or action for several hours afterwards.

By observing the old adage, that simple questions only should be addressed to men of simple mind, much needless suffering may be avoided.

Any senior officer will be glad to tell you what kind of weather we will have to-morrow, or even next week, if he feels well; he can tell you the depth of the ocean at any spot you may specify. He can tell you how fast the ship is going on each side, and exactly how fast she can sail if the engines were broken down. He can usually tell within a minute or two of the hour of arrival in port if the passenger thinks it is necessary to be exact. This, however, involves a great mental strain, and should not be insisted on. The course steered he usually knows within a few points, but if any question is to be asked on this subject he should always have a few minutes' notice so as to pull his wits together.

Any ladies who may require information on astronomical subjects, can have it free of charge, and, on the first clear night, any officer will be only too happy to point out Orion, the Moon, the Goose, or any other objects of interest. This is no trouble to him; he can do it with one hand, if he has one disengaged at the time. He is perfectly at home in explaining the cause of phosphorescence in the water, and will gladly lean over the rail with any young lady and explain matters. If you would like to know the points about a first prize albatross or a molly-hawk, and where they build their nests, or whether they hatch their eggs under their wings, or why geese always walk in single file, or why the ship always rolls most at meal times, or why clergymen always bring bad weather with them, you can always gain the most reliable and recent information on the subjects from any officer you approach carefully and respectfully.

The 4th officer is to be approached on all matters concerning luggage, or anything else that the passenger may think of at the moment; but luggage is the subject on which he is most at home. He is equally chosen by the Company on account of his Job-like temper, and a child may approach him safely at the time; the best time, however, is after his meals. Tourists or others who may wish to have their hat-boxes, gold-headed canes, etc., sent to the Club, can do so by simply mentioning the matter casually. Such petty details as addressing or labelling luggage are of no consequence, as the officer is supposed to know intuitively to whom each package belongs, also its destination, and to see it delivered accordingly. In case of any luggage being lost or mislaid, the proper course of procedure is to approach the officer and indignantly accuse him of gross carelessness, and threaten to report him unless he produces the luggage at once. If you are a much bigger man than he, you may swear at him, hint that he is incompetent to fill his position, and that he would shine with greater brightness as a scavenger or the driver of a sanitary waggon, or some such kindred employment. If the luggage is very valuable, reflect on the legitimacy of the officer's birth, and the morality of his female relatives, and then go to the Company's office and lodge a claim for £117 16s. 3d. All this will bring the officer to a sense of his position as a servant of the Company and the public, and will prevent him from putting on too much "frill." Be sure that you claim a large amount above the value of your missing property, as it is only just that you should be compensated for your trouble and annoyance. The officer's annoyance does not count, as he is used to that sort of thing, and it is part of his duty to receive all kinds of abuse on behalf of the Company.

Parties who may be moving their homes from one port to another, and who may have given away or sold all their furniture except a few heirlooms, such as kitchen tables, fire-irons, etc., should caution the officer to handle them very carefully and put them away by themselves somewhere, so as not to suffer injury. If a leg be broken from the kitchen table, or a bandbox be unduly strained, the amount of the damage will be deducted from the officer's salary, if the case by properly represented to the manager. As his salary is a princely one, he can afford a few deductions without noticing them much. To insure special attention it is only necessary to mention that you are a personal friend of the managing director, and the officer will then burst his gallus buttons off in his frantic efforts to serve you. This is a hint you cannot afford to ignore, and will bring the proudest 4th officer to his knees.

The purser must not be approached on the subject of the weather, as that is totally out of his department, and the Company wishes to discourage any attempts on the part of young or inexperienced pursers to manage the weather. Tickets are his strong point, and the geography of the world is oozing out of him at every pore. When you want any really reliable information regarding any route, whether you are going that way or not, do not hesitate to address him, as he is usually an affable person, and takes great delight in giving strangers all particulars, especially when he is busy. When the ship is full and all berths engaged, you should impress him with your importance by insisting on having a cabin to yourself, and hint vaguely that his future promotion depends on his compliance with your request, as a word from you to the directors will make or mar him. You may not have influence enough to drive a goat into a paddock, but you can pretend that you are somebody very particular, which will answer the purpose for all the time. When not attending to his pursing, he may be consulted as to the most approved manner of compounding a cocktail, or on the relative merits of "Talisker" or "Long John." His opinion can generally be relied on as a sound one.

The engineer will be glad to unmuzzle his wisdom regarding his own department freely. As he is usually a somewhat primitive person, and is not supposed to know anything beyond his own business, passengers who may feel inclined to take notice of him and put him at his ease by speaking kindly to him, should always begin by asking him how the old coffee-mill is getting along, or if he is using all the cylinders, and if these are the boilers where you see those things going up and down. Some simple and considerate question of that sort is sure to put him at his ease, and make him your friend for life. He hears questions of a sensible sort so rarely that he yearns to impart information when they are asked, and will tell you all about his department; whether there is a governor or not, and if he isn't tired of the monotony of a sea life. Then you may playfully remark that you wonder why all engineers are Scotchmen, and nearly all Macs. This is about as far as you can safely go at one interview; give him time to digest your remarks, and at this point leave him alone for an hour or two. If you should notice a wild, hunted glare in his eye, you need not be alarmed, as he is only wandering. If the cook's meat axe is in good condition on not, and the question as to whether your remarks are idiotic or impertinent never enters his poor bewildered brain.

In conversation with the chief steward, you may compare the ship unfavourably with the P. & O. liner in which you were a passenger from London; the fact of you having been a 2nd class passenger you may keep to yourself, as it is totally unnecessary to mention it. You might if you were sea sick attribute it to the cabins being stuffy and evil smelling, and remark that an opposition line is badly wanted. When dining, if you take a fancy to anything not mentioned on the menu, order the steward to prepare it at once; nothing gives him greater delight than to meet little wants of this description.

The captain is supplied by the Company entirely in the interests of passengers, and on account of his great and varied knowledge on all subjects during his many years of experience in a junior capacity, he has got loaded up with all sorts of knowledge, scripture, and whisky, and may now be regarded as a case-hardened oracle. The Company endeavours to meet all the requirments by supplying several brands of captains to suit the tastes of the travelling public. The "jolly dog," for patronage by commercial men, tourists, and priests; "the Sobersides," for elderly ladies and solemn gentlemen; the "God-fearing Captain," to watch over Salvation Army Warriors, Wesleyan Ministers, and Christian young men; "Old Fossil," and the "Fire and Brimstone." As the latter brand is employed mostly in the West Coast and coal trades, profane persons desirous of travelling should give the Company's traffic mismanager a month's notice.

THE WORLD'S FAIR.

The World's Fair at Chicago continues to engross attention in both Europe and America. Among the latest interesting items concerning its progress are the following:—

A Buffalo, N. Y., man proposes to furnish an attraction in the shape of a collection of snakes. He claims to be able to show as many as 2,000 different varieties.

A group of Caribs from the Lesser Antilles, descendants of the cannibal race discovered by Columbus on his second voyage, will be at the World's Fair, engaged in making baskets and in other native industries.

The American Ostrich Company has sent to Chicago for exhibition thirty birds from its ostrich farm at Fall Brook, San Diego county, California. The ostriches have been sent on thus early in order that they may become thoroughly acclimated by the time the Fair opens and appear at their best.

The Canadian Pacific Steamship company has agreed to make a rate of $10 a ton on World's Fair exhibits from ports of China and Japan consigned to Vancouver, or $16 a ton through to Chicago. This is a reduction ranging from 33 to to 65 per cent. Passenger rates are reduced about one-half, which will be read with satisfaction by all the residents in the Far East.

More than one thousand men are now at work on the mammoth Manufactures building. The force was recently doubled by order of the Exposition authorities, who concluded that the contractor was not making as rapid progress as was desirable. The authorities are determined that all of the buildings shall be completed in time for dedication in October, and the public may be assured that this will be done. The total number of workmen at Jackson Park now exceeds 7,000. It will probably be increased to 10,000 or more.

U. S. Consul Bedloe of Amoy, China, will exhibit a large collection of models of all the junks and other craft in use in Eastern waters. Among them will be the Tek-pai of Formosa, the fishing-boat of Tamsui, the Shanghai sampan, the water-boat of Amoy, the pirate-junk, the sea-going pros, the Foochow freighter, the Yang-tsze cargo-boat, the fishing smack of the Pescadores, the slipper-boat of Canton and other odd types. The models range from two to six feet in length, are brilliantly painted and are complete down to the smallest details. The Pacific mail S. S. Co. and the Union Pacific R. R. have offered to carry the collection free of charge from Amoy to Chicago.

DEAFNESS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noises in the Head, of 14 years standing, by a new method, will be pleased to send full particulars free. Address HERBERT CLIFTON, 8, Shepherd's place, Kennington Park, London, S.E., Eng.—[Advt.

CHINA COAST METEOROLOGICAL REGISTER.

24th August, 1892.—At 4 p.m.

STATION.	Barometer to end Feb.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Vladivostock		...	...	...	...	...	...
Tokio	29.96	...	...	S	3	...	...
Nagasaki		...	...	...	...	...	...
Shanghai	29.82	88	69	SSW	2	c	...
Formosa		...	...	...	...	...	...
Amoy	29.87	87	68	SE	2	b	...
Aspirei		...	...	...	...	...	...
Swatow	29.84	83	...	ESE	3	c	...
Hongkong	29.83	81	78	ESE	3	c.v	...
Victoria Peak		...	...	ESE	4	c	...
Canton	29.81	80	66	SE	2	c	...
Macao	29.83	86	76	ESE	3	c	...
Hathow		...	...	...	...	...	...
Haiphong	29.73	83	81	SSE	3	c	...
Bolinao	29.81	84	78	NW	3	c	...
Manila	29.83	77	56	NE	3	c	0.38
Cape St. James		...	...	SW	4	c	...

25th August, 1892.—At 8 a.m.

STATION.	Barometer to end Feb.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Vladivostock		...	...	...	...	...	...
Tokio		...	...	...	...	...	...
Nagasaki		...	...	...	...	...	...
Shanghai		...	...	...	...	...	...
Formosa		...	...	...	...	...	...
Amoy	29.77	80	78	SW	2	c	...
Aug. up		...	...	...	...	...	...
Swatow	29.93	80	...	NE	1	c	0.28
Hongkong	29.98	80	81	ENE	2	c	...
Victoria Peak		...	...	...	...	...	...
Canton	29.90	83	70	ESE	2	c	...
Macao		...	...	...	...	...	...
Hathow		...	...	...	...	...	...
Haiphong	29.78	79	86	ESE	1	c	...
Bolinao	29.88	86	70	SE	2	b	...
Manila		...	...	...	...	...	...
Cape St. James		...	...	SW	1	c	...

Barometer rising slightly. Gradients very moderate for east winds. Weather 1—rather cool and showery. (Issued at 10.30 a.m.)

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew wet). 7—Rain in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 25th August, 1892.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.81	29.91	29.81
Temperature	82	80	80
Humidity	78	67	81
Direction of wind	ESE	ENE	E
Force	2	2	1
Weather	cv	cd	c
Rain	—	0.08	—

Highest open air temperature on the 25th 83
Lowest open air temperature on the 25th 75

W. DOBERCK.

Hongkong Observatory, 26th August, 1892.

To-day's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Bathurst, will be despatched for the above Ports, on MONDAY, the 29th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 26th August, 1892. [854

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in the above Company, will be held at the HEAD OFFICE, Victoria, Hongkong, on FRIDAY, the 26th proximo, at 4 o'clock P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 16th proximo, both days inclusive.

By Order of the Board of Directors,

W. H. RAY, Secretary.

Hongkong, 26th August, 1892. [853

NOTICE.

OUR STORE will be CLOSED on SATURDAY, the 27th instant, to enable us to arrange for the FOURTH CLEARANCE AUCTION, to be held on MONDAY, at 2.30 P.M.

CARPETS, CROCKERY, GLASSWARE, &c., &c., &c., will be on view on MONDAY MORNING (29th).

HONGKONG TRADING Co., Ld. (In Liq.)

Hongkong, 26th August, 1892. [854

To-day's Advertisements.

GYMKHANA.

THE MONTHLY GYMKHANA MEETING is unavoidably POSTPONED till SATURDAY, the 3rd September.

Capt. A. H. THOMAS, Hon. Sec., Gymkhana.

Hongkong, 26th August, 1892. [851

SAI-PANG COALS.

THE Undersigned begs to inform the Public that he has appointed HOP-WO-LOONG as Agents in Hongkong for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

KONOMI TAKASUKE, Owner of the Hondo Coal Mines.

WE the Undersigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest dispatch.

HOP-WO-LOONG, Agents for the Hondo Coal Mines, Nos. 36 & 37, Praya Central.

Hongkong, 26th August, 1892. [855

NOTICE.

A PARTNERSHIP has been Established in Canton under date of 10th June, 1892, between Messrs. EMILE PASQUET and JEAN TAMET under the Firm name of PASQUET and TAMET, for the purchase of Silk and Waste Silk, under deed duly registered at the FRENCH CONSULATE, Canton, 16th August, 1892.

Canton, 26th August, 1892. [852

Masonic.

ZETLAND LODGE, No. 525.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 1st September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 24th August, 1892. [847

Intimations.

F. Blackhead & Co., SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS. NAVY CONTRACTORS. & GENERAL COMMISSION AGENTS, No. 11, Praya Central, (Opposite Pedder's Wharf).

SOLE AGENTS FOR RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS. HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS. SPECIALLY SELECTED EXTRA PRIME PORK and BEEF in Barrels. Also AMERICAN PRIME SUGAR-CURED HAMS and BACON. CHR. MOTZ & Co., BORDEAUX CLARET CEMENT from the celebrated Factory of Hemmoor, FLENSBURG STOCK BEER, ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Des Coteaux et fils finest old BRANDY, COGNAC, 4 Stars, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS FOR CHINA AND JAPAN FOR THE TULE LIFE PRESERVER AND RAFT. Manufactured by the LEDUC TULE IMPROVEMENT COMPANY, SAN FRANCISCO, CAL.

Creolin. Pearson's.

Acknowledged by the scientific world as the MOST EFFECTIVE DISINFECTANT DEODORISER and GERMICIDE. Is neither poisonous nor caustic, may be used by everybody without the slightest apprehension of danger.

Hongkong, 8th March, 1892. [132

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th June, 1892. [9

G. FALCONER & CO., WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS. No. 18, Queen's Road Central. [632

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 2, Queen's Road Central. [633

Hotels.

WINDSOR HOTEL, (In Connaught Buildings), QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors.

Charges from $2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong 23rd August, 1892. [843

PEAK HOTEL.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated, and Refurnished.

A New and Handsome BAR has been opened on the Basement, while a new BAR and BILLIARD-ROOM have been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL."

DORABJEE & HING-KEE, Lessees.

Hongkong, 12th August, 1892. [814

BAY VIEW HOTEL,

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892 [480

THE SHAMEEN HOTEL, BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO, Manager.

Hongkong, 1st September, 1891. [1182

For Sale.

THEY LEAD THEM ALL, THE CELEBRATED CALIFORNIA WINES, from the well-known Vineyards of Messrs. KOHLER AND VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to

MACONDRAY BROTHERS & Co., Commission Merchants, No. 30, Water Street, Yokohama.

Yokohama, 12th August, 1892. [844

FOR SALE.

THE SCHOONER "MONTIARA," AS SHE NOW LIES IN VAU-MA-TI BAY.

Length 75 feet.
Beam 17 feet.
Depth of hold 7½ feet.
Registered Tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to R. FRASER-SMITH, 6, Pedder's Hill.

Hongkong, 17th May, 1892. [525

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG," AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6½" dia. at the Crank pin and 7" dia. at the Journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 19 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to R. FRASER-SMITH, 6, Pedder's Hill.

Hongkong, 17th May, 1892. [526

Commercial.

LATEST QUOTATIONS

Hongkong and Shanghai Bank.—75 per cent. prem., ex. div., sellers.

The National Bank of China, Ld.—on £6.0.0. paid up,—40 per cent. dis., sellers.

The National Bank of China, Ld.—Founders' shares, $200 per share, sellers.

The Bank of China, Japan & the Straits, Ld.—$3½, sales and buyers.

The Bank of China, Japan & the Straits Ld.—Founders' shares, £18 buyers.

Chinese Imperial Loan of 1884 B—2¼ per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Union Insurance Society of Canton—$87, per share, buyers.

China Traders' Insurance Company—$60 per share, sales and sellers.

North China Insurance—Tls. 220 per share, buyers.

Canton Insurance Company, Limited—$97 per share, sellers.

Yangtsze Insurance Association—$102, buyers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—$252½ per share, buyers.

China Fire Insurance Company—$84½ per share, buyers.

Hongkong, Canton, and Macao Steamboat Co.—$28, sellers.

China and Manila Steam Ship Company—25 per share, sellers.

Indo-China Steam Navigation Company, Limited—45 per cent. discount, sales and sellers.

Douglas Steamship Company—$36 per share, sellers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—$73 per cent, premium, ex. div., sellers.

Geo. Fenwick & Co., Limited—$14 per share.

Hongkong Hotel Company—$21, buyers.

Hongkong Hotel Co.'s Six per-cent. Debentures—$501.

The Austin Arms Hotel and Building Company, Limited—$6 per share, sellers.

The Shameen Hotel Co., Limited—$8 per share, sellers.

Punjom and Sunghie Dua Samantan Mining Co.—$1.50 per share, buyers.

The Raub Gold Mining Co., Limited—30 cents per share, sellers.

New Imuris Mining Co., Limited—$1, per share, sellers.

The Balmoral Gold Mining Co., Limited—nominal.

Tonquin Coal Mining Co.—$125 per share, sellers.

The Jelebu Mining and Trading Co., Limited—$5¼ per share, buyers.

The Selama Tin Mining Co., Limited—5 cents per share, sellers.

London and Pacific Petroleum Co., Ld.—£2 sellers.

China Sugar Refining Company, Limited—$130 per share, buyers.

Luzon Sugar Refining Company, Limited—$30 per share, buyers.

A. S. Watson & Co., Limited—$15 per share, sales and buyers.

Dakin Cruickshank & Co., Limited—$2 per share, sellers.

Hongkong Dairy Farm Co., Limited—$5 per share, sellers.

The Kowloon Land Investment Co., Limited—$7 per share, sales and sellers.

The Hongkong Land Investment Co., Limited—$52, buyers.

The West Point Buildings Co., Limited—$16 per share, sellers.

H. G. Brown & Co., Limited—$17 per share' buyers.

Hongkong and Kowloon Wharf and Godown Company—$44 per share, ex. div., sellers.

Hongkong Rope Manufacturing Company, Limited—$95, per share, buyers.

Hongkong Gas Company—$102 per share, sales.

Hongkong Ice Company—$67 per share, buyers.

Hongkong and China Bakery Company, Limited—$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—$7 per share, sellers.

The Green Island Cement Co.—$5 per share, sellers.

The Hongkong Electric Light Co., Limited—$28 per share, sellers.

The Hongkong Steam Laundry Co., Limited—$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—$40 per share, sellers.

EXCHANGE.

On London—Bank, T. T.	2/9⅞
Bank Bills, on demand	2/9⅞
Bank Bills, at 4 months' sight	2/9⅞
Credits at 4 months' sight	2/9⅞
Documentary Bills, at 4 months' sight	2/10
On Paris—	
Bank Bills, on demand	3.46
Credits, at 4 months' sight	3.57
On India:—	
T. T.	226½
On Demand	227
On Shanghai—	
Bank, T. T.	72⅞
Private, 30 days' sight	72¾

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. J. Aubert.	Mr. F. E. Shean.
Captain Cunningham.	Mr. J. M. Speet.
Mr. A. Loeb.	Mr. W. Stuart-Smith.
Mr. Louis Pila.	Mr. J. M. Talt.
Rev. J. M. Morton, B.A.	Mr. J. Tamet.
Surg.-Major Robbins.	Mr. W. Tarn.
Mrs. Robbins.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. F. Badeley.	Mr. E. W. Maitland.
Capt. S. J. Butcher.	Mr. F. Maitland.
Mr. Chaudet.	Captain Munro.
Mr. and Mrs. J. P. Cottam.	Mr. W. R. Needham.
	Mrs. Parker & children.
Mr. C. Dolce.	Mrs. Pariano and children.
Mr. and Mrs. Wm. Farmer and child.	Mr. and Mrs. Perkin.
Mr. Chas. Grant.	Mr. G. H. Potts.
Mr. W. E. van Eps.	Mrs. Rodger & children.
Mr. W. S. Harrison.	Mr. Sparrow.
Mr. Thomas Howard.	Mr. F. Smyth.
Mr. Morton Jones.	Mr. Geo. L. Tomlin.
Mr. V. Kofod.	Mr. H. P. Tooker.
Mr. Macgregor.	

Shipping.

ARRIVALS.

BANTAM, Dutch steamer, 1,520, L. von de Valk, 25th August,—Amoy, and Swatow 24th August, General.—Jardine, Matheson & Co.

PALINURUS, British steamer, 1,536, T. S. Jackson, 26th August,—Liverpool 10th July, and Singapore 20th August, General.—Butterfield & Swire.

ELECTRA, German steamer, 1,161, Madsen, 26th August,—Hamburg 6th July, and Singapore 19th August, General.—Siemssen & Co.

N. S. DE LORETO, Spanish steamer, 536, C. Luzarraga, 26th August,—Iloilo 20th Aug., Sugar.—Chinese.

FORMOSA, British steamer, 674, H. Bathurst, 26th August,—Tamsui 23rd August, Amoy 24th, and Swatow 25th, General.—D. Lapraik & Co.

TAISANG, British steamer, 1,505, W. H. Hogg, 26th August,—Canton 26th Aug., General.—Jardine, Matheson & Co.

CHUSAN, German steamer, 623, W. Weidt, 26th August,—Haiphong 24th August, General.—A. R. Marty.

FREJR, Danish steamer, 397, C. L. Strand, 26th August,—Pakhoi 23rd August, and Hoihow 25th, General.—Arnhold, Karberg & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Alwine, German steamer, for Hoihow, &c.
Holstein, German steamer, for Saigon.
Haitan, British steamer, for Swatow, &c.
Berenice, Austrian steamer, for Singapore, &c.

DEPARTURES.

August 25, *Sungkiang*, British str., for Amoy and Manila.
August 25, *Loksang*, British str., for Canton.
August 26, *Charters Towers*, British str., for Kuichinotzu.
August 26, *Haitan*, British str., for Swatow, &c.
August 26, *Holstein*, German str., for Saigon.
August 26, *Berenice*, Austrian steamer, for Singapore, &c.

PASSENGERS—ARRIVED.

Per *Electra*, str., from Singapore, &c.—130 Chinese.

Per *Pallinurus*, str., from Liverpool, &c., for Hongkong.—340 Chinese. For Amoy.—Mr. Tait.

Per *Formosa*, str., from Tamsui, &c.—87 Chinese.

DEPARTED.

Per *Oldenburg*, str., from Hongkong for Singapore,—Mr. W. A. Adams. For Genoa.—Mrs. Dummel and son, and Capt. J. Jessen. For Southampton.—Mr. Laird. For Bremen.—Mr. A. Mühlenbein. For Melbourne.—Messrs. Wong Tew, Lee Loong, Cheong Sunn, and Ack Lee. From Yokohama for Bremen.—Messrs. Mateos Reyher and Bischoff. From Nagasaki. —Mr. A. Bissen and child. From Shanghai for Colombo.—Mr. J. P. Eward. For Genoa.—Mr. H. Hocks. For Bremen.—Messrs. P. Kirchmer and T. Kellhass. For Southampton.—Mr. John Fraser.

REPORTS.

The German steamship *Electra* reports that she left Hamburg on the 6th ultimo, and Singapore on the 19th instant. Had fine weather.

The British steamship *Pallinurus* reports that she left Liverpool on the 10th ultimo, and Singapore on the 20th instant. Had light south-south-west and south-west winds to Pulo Sapata; thence to port had light south-east, east and north-east winds and cloudy weather with rain.

The British steamship *Formosa* reports that she left Tamsui on the 23rd instant, Amoy on the 24th, and Swatow on the 25th. From Tamsui to Amoy and Swatow had light variable winds and fine weather. From Swatow to port had light variable winds and overcast sky with heavy squalls of rain. In Amoy the steamships *Wenchow*, *Cheang Hock Kian*, and *Doris*. In Swatow the steamships *Hooksang*, *Chowfa*, *Hangchow*, *Whampoa*, and *Chiyuen*.

Post Office.

A MAIL WILL CLOSE

For Amoy and Manila.—Per *Kowshing* to-morrow, the 27th instant, at 2.30 P.M.

For Singapore, Batavia, Samarang, and Sourabaya.—Per *Bantam* to-morrow, the 27th instant, at 2.30 P.M.

SHIPPING IN HONGKONG

STEAMERS.

ALWINE, German steamer, 400, C. Petersen, 24th August,—Pakhoi, and Hoihow 23rd August, General.—Wieler & Co.

BATAVIA, British steamer, 1,661, J. R. Hill, 12th August,—Tacoma 14th July, General.—Dodwell, Carlill & Co.

BELGIC, British steamer, 2,695, Wm. H. Walker, 19th August,—San Francisco 26th July, and Yokohama 13th August, Mails and General.—O. & O. S. S. Co.

BENGLOE, British steamer, 1,158, R. Farquhar, 23rd August,—Moji 14th August, Coals.—Gibb, Livingston & Co.

CHARTERS TOWERS, British steamer, 1,905, A. Murray, 23rd August,—Kutchinotzu 17th August, Coals.—Mitsui Bussan Kaishia.

COSMOPOLIT, German steamer, 557, W. T. Schafer, 20th August,—Touron 17th Aug., General.—Wieler & Co.

CROWN OF ARRAGON, British steamer, 1,486, Dorward, 21st August,—Foochow 19th August, Tea,—Gilman & Co.

DONAU, German steamer, 1,201, B. Grundmann, 24th August,—Saigon 19th August, Rice.—Wieler & Co.

EUGENIE, Norwegian steamer, 1,800, L. W. Hansen, 21st August,—Batoum 13th July, Petroleum.—Order.

FAME, British steamer, 117, Captain McIsaac, —Hongkong Government tender.

FUSHUN, Chinese steamer, 1,504, Lancaster, 23rd August,—Shanghai 20th August, General.—C. M. S. N. Co.

GUTHRIE, British steamer, 1,492, P. T. Helms, 24th August,—Kobe 19th August, General. —Gibb, Livingston & Co.

GUY MANNERING, British steamer, 1,829, D. Ford, 25th August,—Amoy 24th August, Tea and General.—Order.

HAILOONG, British steamer, 783, T. P. Hall, 25th August,—Tamsui 21st August, Amoy 23rd, and Swatow 24th, General.—D. Lapraik & Co.

HAIPHONG, French steamer, 874, Galletti, 22nd August,—Haiphong 20th August, and Hoihow 21st, General.—Messageries Maritimes.

HESPERIA, German steamer, 1,136, H. Witt, 25th August,—Hamburg 9th July, and Singapore 18th August, General.—Siemssen & Co.

KONG BENG, British steamer, 862, J. B. Jackson, 23rd August.—Bangkok 18th August. General.—Yuen Fat Hong.

KOWSHING, British steamer, 1,355, T. R. Galsworthy, 24th August,—Manila 22nd August, General.—Jardine, Matheson & Co.

NURNBERG, German steamer, 3,206, B. Blanke, 21st August,—Yokohama 13th Aug., Kobe 16th, and Nagasaki 17th, Mails and General. —Melchers & Co.

OORIYA, British steamer, 419, J. M. Daly, 23rd May,—Singapore 16th May, General.—Butterfield & Swire.

PATHAN, British steamer, 1,762, Wright, 6th August,—Moji 30th July, Coal.—Dodwell, Carlill & Co.

PILOT FISH, British steamer, 161, A. Stopani, —Hongkong and Whampoa Dock Co.

PRESTO, German steamer, 650, J. Jessen, 22nd August,—Kobe 15th August, General.—Siemssen & Co.

SIKH, British steamer, 1,736, Rowley, 25th August,—Kutchinotzu 14th August, Coals.—Order.

TAI-YICK, German steamer, 903, N. Emke, 13th August,—Canton 14th August, General.—Meyer & Co.

HONGKONG—STEAMERS.
Continued.

ZAMBESI, British steamer, 1,650, Edwards, 8th May,—Victoria, B.C., *via* Honolulu 2nd April.

SAILING VESSELS.

AURORA, British bark, 295, O. Wagner, 17th August,—Bangkok, *via* Coast Ports 27th June, Timber.—Chinese.

BELLE OF BATH, American ship, 1,347, F. M. Blethen, 27th June,—New York 8th March. Petroleum.—Jardine, Matheson & Co.

CAMBUSDOON, British bark, 1,200, B. L. Carland, 20th August,—New York 16th April, Kerosene Oil.—Order.

CARL FRIEDRICH, German ship, 2,308, M. Haak, 22nd July,—New York 13th March, Kerosine Oil.—Reuter, Brockelmann & Co.

CONSTANCE, British ship, 1,596, Lingley, 18th August,—New York 12th August, Petroleum. —Order.

ELBE, German ship, 1,375, H. Bremers, 15th August,—New York 3rd April, Petroleum.—Arnhold, Karberg & Co.

FLORENCE TREAT, British bark, 724, A. C. Paulsen, 24th August,—Singapore 5th August Timber.—Order.

HEINRICH, German barque, 923, Henne, 22nd July,—Singapore 10th July, Timber.—Chinese.

ISAAC REED, American ship, 1,489, F. D. Waldo, 14th August,—New York 4th April, Kerosene Oil.—Reuter, Brockelmann & Co.

J. D. BISCHOFF, German ship, 1,408, H. Meyer, 21st July,—Sydney *via* Singapore 30th April, Coal.—Melchers & Co.

JOHN MCLEOD, British ship, 1,595, Henderson, 9th June,—from Pratas Reef, Ballast.—Captain.

KINGDOM OF SAXONY, British barque, 538, Brown, 14th August,—Shanghai 13th July, Ballast.—Jardine, Matheson & Co.

KITTY, British bark, 803, Harry Wilson, 25th July,—Haiphong 18th July, Ballast.—Master.

LEVUKA, British bark, 1,425, Travis, 20th Aug., —Shanghai 17th July, General.—Carlowitz & Co.

MARABOUT, British ship, 1,445, Ferguson, 18th August,—New York 8th April, Kerosene Oil. —W. Hewett & Co.

NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-tong, 24th August,—Yee-on 11th Aug., Timber.—Yung Kee.

ORIENTE, Italian bark, 1,534, M. Morcsen-17th August,—New York 2nd May, Petroleum.—Order.

P. N. BLANCHARD, American ship, 1,503, N. W. Blanchard, 15th June,—New York 21st February, Oil.—Reuter, Brockelmann & Co.

RICHARD PARSONS, American bark, 1,116, W. F. Thorndike, 20th August,—Shanghai 20th July, Ballast.—Arnhold, Karberg & Co.

SANTA CRUZ, British schooner, 92, H. Baade, 22nd August,—Yap, Caroline Islands, 28th July, Coals.—Wieler & Co.

SIERRA MIRANDA, British ship, 1,808, A. M. Master, 3rd August,—Cardiff 3rd May, Coal.—Order.

STERLING, American ship, 1,663, Geo. W. Goodwin, 29th June,—New York 16th Dec., Kerosene Oil.—Jardine, Matheson & Co.

VELOCITY, British bark, 498, R. Martin, 14th August,—Honolulu 15th June, General.—Chinese.

Intiamtions.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1887. [661

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

HAVE FOR SALE A CARGO OF AKAIKI COAL.

MR. J. W. BOYD, Superintendent, a Kowloon Docks, reports, that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c., Apply to

KING WO CHEONG, No. 32, Praya Central.

Hongkong, 16th July, 1892. [731

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 10th March, 1892. [338

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROGERS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel),

CONSULTATION FREE.

Hongkong, 27th July, 1891. [291

If you have a
COLD or COUGH,
acute or leading to
CONSUMPTION,
SCOTT'S EMULSION
OF PURE COD LIVER OIL AND HYPOPHOSPHITES OF LIME AND SODA
IS SURE CURE FOR IT.

This preparation contains the stimulating properties of the *Hypophosphites* and fine *Norwegian Cod Liver Oil*. Used by physicians all the world over. It is as *palatable as milk*. Three times as efficacious as plain Cod Liver Oil. A perfect Emulsion, better than all others made. For all forms of *Wasting Diseases, Bronchitis*,

CONSUMPTION,
Scrofula, and as a Flesh Producer there is nothing like SCOTT'S EMULSION. Let no one by profuse explanation or impudent entreaty induce you to accept a substitute.

Sold by all Chemists.

SCOTT & BOWNE, LIMITED, 47 FARRINGDON ST., LONDON, E.C.

Sole Agents for Hongkong and China: Messrs. A. S. WATSON & Co. (LIMITED). Hongkong, 20th December, 1889.

Intimations.

W. POWELL & CO.

A SPLENDID ASSORTMENT OF GENUINE OIL PAINTINGS,

AT LESS THAN COST.

CONNOISSEURS are invited to inspect these PAINTINGS.

W. POWELL & CO.

Hongkong, 25th August 1892 [5

THE IMPERIAL HOTEL LTD.

C. S. ARTHUR, MANAGER. TOKIO, JAPAN.



THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, $3 TO $4.50 PER DAY.

C. S. ARTHUR, Manager.

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Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

Peru Thursday, 8th Sept.
City of Rio de Janeiro...Thursday, 29th Sept.
City of Peking Saturday, 22nd Oct.

THE U. S. Mail Steamship "PERU."

will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA, on THURSDAY, the 8th Sept., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London.....	325.00
To Paris and Bremen.....	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.....	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.....	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada.....	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.....	319.75	312.50
New York.....	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rate (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months	$337.50
12 months	$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong 26th August 1892 [1

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belgic Tuesday, 30th August.
Oceanic Tuesday, 20th Sept.
Gaelic (via Honolulu) ...Tuesday, 11th October.

THE Steamship "BELGIC"

will be despatched for San Francisco, *viâ* Amoy and Yokohama, on TUESDAY, the 30th August, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London	325.00
To Paris and Bremen.....	345.00
To Havre and Hamburg.....	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.....	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.....	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada.....	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Fall, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York.....	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months	$337.50
12 months	$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 26th August, 1892. [2

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of India. | Saturday... | Sept. 10th.
Empress of Japan | Saturday... | Oct. 8th.
Empress of China | Saturday... | Nov. 5th.

THE R. M. S. "EMPRESS OF INDIA," Lieut. O. P. Marshall, R.N.R., Commander sailing at Noon, on SATURDAY, the 10th September, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, *viâ* SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fares.	Prepaid return.— 4 mos.	12 mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.....	225	338	394
Port Townsend, Seattle, Tacoma, Wash.....			
Portland, Ore., San Francisco....			
Banff Calgarry, Alba	255	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn.....	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo	295	443	517
Milwaukee, Wis			
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.....			
Hamilton, London, Toronto, Ont.....	305	458	534
Buffalo, Niagara Falls, N.Y....			
Kingston, Ottawa, Ont., Montreal, Quebec, Que.....			
New York, Albany, Troy, Rochester, N.Y.....			
Baltimore, Md., Philadelphia, Pittsburg, Pa.....	310	465	543
Washington, D. C., Boston, Mass., Portland, Me.....			
Halifax, N.S., St. John, N.B.			
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London.....	345	not issued	
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg, "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued for Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

E. HOLLOWAY, General Agent. Office, Podder's Street.

Hongkong, 20th August, 1892 [3

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

A Steamer | Saturday... | September 3rd.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

A STEAMER

sailing at Noon, on SATURDAY, the 3rd September, will proceed to VICTORIA, B.C., and TACOMA, *viâ* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 25th August, 1892 [510

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular commmers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA, Sole Agents.

Hongkong, 23rd July, 1892. [1102

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